

MACAO.

(FROM OUR CORRESPONDENT.)

Macao, 10th August.

OFFICIALS AND GAMBLING.

A recent resolution of the Senate called forth a storm of righteous indignation from the rank and file of the municipal subordinate officers. The motion was brought forward by Mr. Edwards Marques and reads as follows:—

"That all municipal officers, of whatever class belonging, shall be prohibited from frequenting the gaming houses, under penalty of imprisonment for the first offence, suspension from office for the second, and dismissal for the third."

The motion, being supported by the entire body of the Senators present at the meeting, with the single exception of the President, was duly passed. The President, in opposing the resolution tooth and nail, delivered an excellent speech, the substance of which should be noted. In the course of his remarks he said, whatever the expediency or the good intentions of the mover of the resolution in urging its adoption, he felt it his duty to strenuously oppose a measure which, if adopted, would have the effect of restricting the individual liberty of the subject. True that the enactment would affect only a small number of persons as represented by the body of the officers in the municipal service, but he felt it none the less imperative to see that no law should be enacted—of only departmental—whose result would curtail the liberty which every citizen, in common with his fellow-subjects, has the inalienable right to enjoy. The resolution they were considering would have this effect. Moreover, the restriction is wholly inconsistent with the legislation of the colony. Gambling is not only tolerated, but is actually legalised by the laws of the country. It would also be unfair to the gambling farmer, since it would constitute an infringement of the privileges for which he pays a large sum yearly. The constitutional laws are explicit in that no police, municipal, or Government regulations can be framed with the intention of inflicting punishments not specifically provided by law (Art. 486 of the Penal Code).

TWO COMMISSIONERS.

The appointment of two Commissioners of the Public Health is gazetted in a recent issue of the *Boletim Oficial*. The first is the Land Commissioner, having for its object the investigation of the titles of land in this colony and other kindred subjects. The wonder is that such an enquiry was not held long ago. The report should set at rest many a misapprehension as to the alleged existence of defective titles and the re-adjustment of boundaries of existing lots. As to the latter head of inquiry it is suggested that several encroachments should be looked into. A similar enquiry afforded the Hongkong Land Commission much scope for useful work.

OUR BANKING SYSTEM.

The other Commission is to enquire into and report upon the system—or rather the absence of one—of banking in the colony. Bearing in mind the recommendations of the *Leal Senado* to the National Congress, it is doubtful whether any measures calculated to supply the present deficiency will be recommended to Government. But it is not unreasonable to suppose that a matter so closely associated with the advancement or retrogression of the trade of the port, should not be lightly dismissed without careful and searching investigation at the hands of the Commissioners. It appears that the consensus of local opinion is that, having regard to present needs, the existing system of Chinese counting-houses should not be made to give way to a regulated system of banking as is known and recognised amongst European nations. To combat this view, and as showing the urgent necessity in the interests of trade, for an early reform of the unsatisfactory methods hitherto prevailing, I will quote in *extenso* the recommendations of Mr. A. B. Hippisley, the former Commissioner of the Lappa Customs, in one of his Despatches. "I trust the weighty arguments in favour of a change will merit the earnest attention of both the Commissioners and the Government. Mr. Hippisley wrote:—

"Native traders maintain that the absence of banks which would advance on a junk's cargo so soon as the reaches port, is a serious disadvantage to the trade. On the other hand, at Kongmum such facilities already exist. There, as soon as a junk arrives, banks are ready to make advances against the cargo, which enables the consignees to expedite the vessel's discharge and to advance purchase return cargo, with the result that a larger number of voyages can be made in the year and capital turned over more frequently. In consequence, a larger portion of the West Coast trade tends each year to alight at Macao, in favour of Kongmum. Macao's future prospects are, therefore, not just now so bright as, from a financial point of view, they might be. It is a pity that, while the Government is endeavouring to make the colony a free port, it is neglecting to provide the facilities which would enable it to compete with Kongmum. The Government should consider the advisability of establishing a bank in Macao, and as it would be content with a lower rate of interest than is demanded by native banks along similar business at Kongmum and elsewhere, the advantage Macao would enjoy as a commercial centre would be yet further increased."

An amusing story is told by a correspondent of the *Express* of how dogs will outwit their mortal foe, the burglar. In Central Borneo, the dogs, when a burglar is about to enter a house, have considerable difficulty in getting into the house, but they are very cunning. They will bark and howl, and then, when the burglar is about to enter, they will jump on the burglar and make a terrific noise by barking and jumping as loud as they can. The burglar is attracted to the spot by the noise, and the dogs, as soon as they see that their half-successful attempt to get into the house has failed, they will jump on the burglar and make a terrific noise by barking and jumping as loud as they can. The burglar is attracted to the spot by the noise, and the dogs, as soon as they see that their half-successful attempt to get into the house has failed, they will jump on the burglar and make a terrific noise by barking and jumping as loud as they can.

COREA.

Chemulpo, 27th July.

Yesterday the Korean Government issued an order that no rice or grain should be exported after date of the receipt of this notice, the cause being that little short of a famine threatens the country. The whole country is in a most dreadful state. Challoo province, the greatest rice growing district, has hardly a hundred fields planted with rice. Many farmers have planted other things in the old rice-fields and these also are fast dying for want of a little rain. I have just made a trip through the country from Fusan to Challoo, travelling about five hundred miles altogether, and from what I observed I should say that although rain may come, ruin and starvation await hundreds of farmers. The Korean Government has bought up all the rice in the stores and godowns of any size, and come what will something akin to famine must overtake the Koreans this winter.

The English gunboat *Brisk* arrived at Fusan on July 24th with Mr. Gubbins, who is Acting English Minister during Mr. Jordan's absence in England. She called at the way ports en route. Mr. McLeary Brown, Chief Commissioner of Customs, is going home, on leave it is said. All kinds of reports are going the rounds. Great changes have taken place in the Customs within the last two weeks; Mr. Chalmers has gone from Chemulpo to take Mr. Brown's place in Seoul; Mr. Laport has been transferred from Fusan to Chemulpo; Mr. McOsborne goes to Fusan. These changes will be subject to another before long. A former Fusan Customs Commissioner, Mr. Hunt, is again in Fusan with the object of repairing his old house. His rank in the Chinese Customs is that of full Commissioner and his return adds one more member to the many already connected with the Korean Customs.

Last night rain fell—the first for many weeks. Great joy filled the hearts of all at the much wanted rain. Great difficulty has been experienced in obtaining drinking water, and in consequence the washermen have raised the price of washing.

Everywhere, in all the open ports, important buildings and shops are being built. Most of these are of course Japanese, and Fusan takes the lead in this respect; then come Chemulpo, where handsome godowns now line the Japanese Bund. Several fine stores are being built and some beautiful private residences for foreigners.

—Kobe Herald.

WEIHAIWAI.

Weihaimei, 27th July.

THE FUTURE OF THE COLONY has been a matter for much discussion of late. A few days ago a telegram from London, the result, it is said, of a recent Cabinet meeting, put a stop to all work on the fortifications. According to native rumour the colony is to be handed over to Germany.

The real reason for the suspension of military works on Lunkungtao is in all probability connected with the recent proposal to hand over the smaller cooling stations to the Admiralty. The final decision on the question is reserved for the next meeting of the Cabinet. Recent indications are that the island will be used entirely for naval purposes. The Commissioner will move over to the mainland. With him will go the military and civil headquarters, and the centre of gravity of our civil and governmental life will be in or near Mahto, to the north of the harbour.

THE NAVAL THEORY.

appears to favour the idea of using this port as a sanitarium and a supply-base where ships may provision and take in water, but to have it absolutely unfortified. Up till now, £20,000 and more has been spent on four forts and the German Admiralty assumes control, all this money will have been spent in vain. Interesting news for the long-suffering British taxpayer!

In case of war it is argued that the fleet should not remain locked up in port, but would cruise outside. To fortify adequately would cost an enormous sum. Inadequate fortifications would only prove an additional source of weakness. Where experts differ, it is useless for the civilian to attempt to enter the field of discussion. This sudden change seems to betray an astonishing lack of foresight and purpose. Is it another indication—if indication were wanted—that the two services do not and will not pull together?

If the decision of the Cabinet favours naval control of the island, military and civil headquarters might be moved to Mahto as early as this autumn—a good thing for some people! It is even reported that Queen's Hotel may be taken over after the season for the Commissioner's residence and for Government offices.—N.C. Daily News.

MODERN AND OBSOLETE ARTILLERY.

From a paper on "Modern Artillery" read recently before the Society of Arts by Lieut. A. T. Dawson (late R.N.) we extract the following remarks, which are of general interest:—

I do not wish to pose in any way as an alarmist, and I am endeavouring to do all that practically lies in their power to put our sea and land defences in order, but having regard to the activity that the other great nations of the world are showing in the employment of the most modern arms, to the exclusion of inferior and obsolete weapons, it is the duty of all to be in line in their support of Government measures to place our land defences, as well as our fleet, in possession of artillery second to none in the world.

I shall not, in this somewhat brief address, refer to the muzzle-loading gun, of which, alas, we still have many remaining, both in ships and on land, but while my main purpose is to consider the more modern pieces of ordnance, and their equipments generally, I would like to point out that I consider that in the present day of modern artillery, a badly-armed ship, from a fighting point of view, is worse than useless to the country, because if it happened to come into the line of battle it would be put out of action by a ship perhaps only armed with a few modern guns, with possibly no armour-protection and manned by a very scant crew, providing always she has the speed and is able to control the range.

I will take, as an example, the *Inflectible*, which we may consider one of our long list of vessels armed with muzzle-loaders, and assume, for the sake of illustration, that she carries a French cruiser, say, of the *Cassero* class. The *Inflectible* has a crew of, say, 485 men, as against the 385 men of the French cruiser. She cost £16,000, many years ago) about £1,000,000 sterling, as against the £218,000 of the French ship. Now, at a range of 8,000 yards, or beyond, the French ship would be in safety against the fire of the *Inflectible*'s guns, whereas at this range the French cruiser, with the aid of her modern telescopic sights, would be able to make good

practice against the British ship, and, in my opinion, would put her quickly out of action by firing large capacity, high explosive, and other modern shells.

Let us, from this particular illustration, consider further the cost to the country. Each man employed on board ship costs us about £100 per annum, and thus the wages bill for 485 men in at the rate of £48,500 per annum. The upkeep during war of a modern ship of the *Inflectible* class in the expenditure of coal alone, since it would be at famine prices, would be enormous, and the cost of repairs, &c., greatly disproportionate to the services rendered.

But apart from these monetary items there is the far more important question of the ineffective employment of the 485 men, whose training represents a large national asset. And what would be still more deplorable from more views than one, if these 485 men, who are sunk or taken, a very large and very unpleasant ray, would be made in our personnel.

Other similar illustrations might be given, but this one surely affords strong reason for either selling the old obsolete ships and expending no more money on them, even in peace times, or for arming them with modern artillery. The latter course seems to me more advisable, as armaments of a kind can be replaced much more quickly than new ships, and the value of reserve-ships to fill up gaps in naval warfare, even if they be not quite up to the mark from a ship-construction point of view. The nation which can more expeditiously challenge the enemy anew after a hard fought battle is the more likely to succeed ultimately.

The power of the unarmoured ship of great speed and high gun power to control the range to which I have been referring incidentally represents the importance of the armed merchant ship, and enforces the necessity for the maintenance of which we are the greatest. For my own part I would advocate that all ships sailing under the British flag, over a tonnage of, say, 3,000 tons displacement, and having a speed of, say, 17 knots, should be called upon to have suitable deck attachments for the accommodation of 6-inch quick-firing guns. The inconvenience in peace time would be inappreciable, and the extra cost and weight necessary for strengthening the forecastle deck during construction would not materially affect the price or weight of the ship—it could be done at a very small extra cost. Such ships would be invaluable to the Admiralty as armed cruisers in war time, if there was provided at convenient ports, really modern 6-inch or higher-powered guns to install on board them. I mention this fact particularly, because I am sure we have not, at the present time, a reserve of really modern long range artillery suited to this and other purposes, and the need for which must inevitably arise during the progress of a war.

THE INDUSTRIAL CRISIS OF GERMANY.

The conflicting opinions entertained in the Dual Monarchy as to the real significance and extent of the present industrial depression in Germany, and the influence of national and party differences in this country, wrote the *Times* Vienna correspondent last month. Its successive developments are followed with the closest attention not merely by the financial and commercial section of the community, but also in political circles, where it is apparently hoped by some and apprehended by others that it may appreciably affect the future political relations of the Central States. However that may be, the undulating comments upon the methods made on this occasion can scarcely fail to exercise a sobering influence on all but the most inveterate Austro-Hungarian idolaters of Germany. I happen to know that in Austrian financial circles serious doubts have been entertained for a long time past as to the soundness of the foundation upon which the remarkable industrial and commercial progress of Germany has been based. It was questioned whether the rapid growth of the German Empire, which has been made in Germany, was not the result of a strain of the German banks in the development of industry and trade, there was a strong suspicion that these institutions had overstepped the limit of safety and were largely at the mercy of circumstances. Recent events are not calculated to dissipate this apprehension, which unquestionably still exists to a greater extent than in the past. The economic efforts are being made in Germany to bring about a more rational basis of the industrial and commercial life of the country. While fully recognising the excellent immediate results of the extensive co-operation of the German banks in the development of industry and trade, there was a strong suspicion that these institutions had overstepped the limit of safety and were largely at the mercy of circumstances. Recent events are not calculated to dissipate this apprehension, which unquestionably still exists to a greater extent than in the past. The economic efforts are being made in Germany to bring about a more rational basis of the industrial and commercial life of the country.

But even in the quarters to which I have just referred, a marked feeling of relief has been produced by an announcement from Hungary which shows that French capital is disposed to come to the assistance of Austro-Hungarian enterprise, which evidently no longer counts upon the Berlin market to the same extent as before. The important operation in question between a French financial syndicate and two leading Hungarian banks involves the investment of 60,000,000 in Hungary and the opening of the French market to Hungarian stocks. The *Post* and *Telegraph* welcome this arrangement as the only consoling feature in a highly unsatisfactory situation. According to this influential journal it is not possible to doubt for an instant that the condition of affairs in Germany is something far worse than the insolvency of a few banks and the reaction following upon a period of exceptional progress. The revolutions of the past few months and particularly of the last few days show that in Germany, in addition to an incredible over-estimate of their own strength and extravagance in the granting of credit, there have been gross breaches of confidence and systematic concealment of the truth—in a word, dishonesty. One feature of the present situation in Germany is unexampled—namely, the sudden and utterly unexpected recurrence of the disaster. The judicial inquiry which will try to pierce the thick veil of lies which was drawn over the proceedings of the bankrupt institutions will not dispense of the crisis conjured up by credulity and crime. The main question whether it can be localised, and whether the efforts now being made in Germany to counteract the general mistrust will prove successful.

The *Freidenkblatt*, which compares the recent speculation in Germany to the tally mania of the 17th century in Holland, says that it is the enormous extension of the evil in a country which has always been admired as a model of prudence in business who renders the events of the past few days so inexplicable and deepens the impression thereby produced.

REVIEWS.

Under the Redwoods, by BRET HARTE. London: George Bell & Sons.

We will not say that Mr. Bret Harte is at his best in the volume of short stories; but we are prepared to maintain that among his recent works he has done nothing better than some of these tales. It has been observed that there were certain signs of staleness, of repetition, in Bret Harte's productions of the past few years, as if this delightful author had written himself out. Under the Redwoods is a welcome proof to the contrary. Two stories, "The Youngest Miss Piper" and "How Reuben Allen saw Life in San Francisco," are in the writer's happiest vein; "The Widow of Santa Ana Valley" is also good; and the narrative—it is not a story—a capital description of Bret Harte's own early life. The other six contributions to the volume are all readable, if not equal in merit, and the book can be warmly recommended to our readers.

The Vicar of St. Luke's, by Sibyl Creed. London: Longman, Green & Co.

This is a well written book and one that will interest those who are concerned in ecclesiastical controversies. It is the story of the struggles of an enthusiast, in the person of a High Church clergyman, who eventually comes to grief not so much on account of his ritualistic ideas but through ignoring the passion of a very ordinary love-sick maiden. The story will perhaps not appeal to all; the reader cannot himself be the wiser or better for having read it, though certain characters are admirably portrayed. In accordance with popular opinion the hero at length finds refuge in the garb of the Jesuit. The author's conceptions of the High Church party are in many respects novel, and her accusation of Broad Church *laissez faire* as typified in one character is obviously unjust. The book is, however, strongly written, and the doings of the able yet unfortunate vicar will be followed with interest by the reader.

Souls of Passage, by AMELIA E. BARR. London: T. Fisher Unwin.

Souls of Passage is by far the best book we have seen from the pen of Mrs. Barr. It is indeed an excellent piece of work, and reveals to us unexpected powers in the writer. Scots readers in particular should appreciate the story, for it is concerned with Scots and Scotland throughout. There is, however, no "kilt-yard" about the book to terrify English or American readers. A strong point is the admirable character-drawing, especially in the case of Alan Mackenzie whose temporary faithlessness is admirably depicted, without altogether alienating the reader's sympathy. It would be impossible to do justice to the plot of the tale by any brief description, and it may suffice to say that it is not sensational, but it is none the worse for that. Mrs. Barr added to her reputation in *Souls of Passage*.

Cinders, by HELEN MATHERS. London: George Bell & Sons.

The author of *Conium thro' the Rye* here presents us with a curious book, chiefly concerned with two girls one of whom is called Cinders while the other has "japonica lips" and two men, who succeed in getting into complications which we find it hard to unravel. The Boer War only comes in incidentally, for which we are grateful. That, as far as Cinders is concerned, all is peace finally may be gathered from the closing words of the book: "As she bowed her head, he lifted it, and there on the hillside, with all the high pomp of sky and earth, and shadow-play, and clean breath of the wind and the moon to wait upon his joy, Andrew kissed her. If we are not much interested in Cinders."

The Helmet of Navarre, by BERTHA RUNKLE. London: Macmillan & Co.

THIS is an exciting romance filled with the doings of cavaliers and fair women at a period when Henry of Navarre was considering if Paris was worth a mass. The novel is well written and claims the interest of the reader; contemporaneous history is not really introduced, for the plot is woven around individuals who are apparently oblivious to the march of general events. It is excellently illustrated by A. Castaigne.

Lysbeth: A Tale of the Dutch, by H. RIDER HAGGARD. London: Longman, Green & Co.

My Lady of Orange, by H.C. BAILEY. London: Longman, Green & Co.

THESE are both stories of great interest, and deal practically with the same exciting period, when Philip of Spain sought in vain to crush the stubborn spirit of the Dutch Protestants. In each case events in history have been arranged to suit the plot of the novelist, but in *Lysbeth* Mr. Haggard has given us a novel quite different from his previous efforts, and one of much merit. One cannot read the details of those stirring times unmoved, when the profession of a religion meant martyrdom. We heartily recommend *Lysbeth* to our readers. The second work deals with the wonderful adventures of an English captain of mercenarys, and is well illustrated by G. P. Jacob-Hood.

EXPORT CARGOS.

Per steamer *America* March, sailed on the 4th July. For San Francisco—20 cases silk goods. For La Libertad—4 cases silk goods. For Corinto—2 cases silk goods. For Panama—6 cases silk goods. For Valparaiso—4 cases silk goods. For Guayaquil—2 cases silk goods. For New York—1 case silk goods, 258 bales raw silk.

Per steamer *City of Peking*, sailed on the 13th July. For San Francisco—18 cases silk goods. For La Libertad—1 case silk goods. For Punta Arenas—2 cases silk goods. For Champerico—5 cases silk goods. For Panama—10 cases silk goods. For Iquique—3 cases silk goods. For Guayaquil—5 cases silk goods. For New York—75 bales raw silk.

Per steamer *City of Peking*, sailed on the 13th July. For San Francisco—18 cases silk goods. For La Libertad—1 case silk goods. For Punta Arenas—2 cases silk goods. For Champerico—5 cases silk goods. For Panama—10 cases silk goods. For Iquique—3 cases silk goods. For Guayaquil—5 cases silk goods. For New York—75 bales raw silk.

Per steamer *City of Peking*, sailed on the 13th July. For San Francisco—18 cases silk goods. For La Libertad—1 case silk goods. For Punta Arenas—2 cases silk goods. For Champerico—5 cases silk goods. For Panama—10 cases silk goods. For Iquique—3 cases silk goods. For Guayaquil—5 cases silk goods. For New York—75 bales raw silk.

Per steamer *City of Peking*, sailed on the 13th July. For San Francisco—18 cases silk goods. For La Libertad—1 case silk goods. For Punta Arenas—2 cases silk goods. For Champerico—5 cases silk goods. For Panama—10 cases silk goods. For Iquique—3 cases silk goods. For Guayaquil—5 cases silk goods. For New York—75 bales raw silk.

Per steamer *City of Peking*, sailed on the 13th July. For San Francisco—18 cases silk goods. For La Libertad—1 case silk goods. For Punta Arenas—2 cases silk goods. For Champerico—5 cases silk goods. For Panama—10 cases silk goods. For Iquique—3 cases silk goods. For Guayaquil—5 cases silk goods. For New York—75 bales raw silk.

Per steamer *City of Peking*, sailed on the 13th July. For San Francisco—18 cases silk goods. For La Libertad—1 case silk goods. For Punta Arenas—2 cases silk goods. For Champerico—5 cases silk goods. For Panama—10 cases silk goods. For Iquique—3 cases silk goods. For Guayaquil—5 cases silk goods. For New York—75 bales raw silk.

Per steamer *City of Peking*, sailed on the 13th July. For San Francisco—18 cases silk goods. For La Libertad—1 case silk goods. For Punta Arenas—2 cases silk goods. For Champerico—5 cases silk goods. For Panama—10 cases silk goods. For Iquique—3 cases silk goods. For Guayaquil—5 cases silk goods. For New York—75 bales raw silk.

Per steamer *City of Peking*, sailed on the 13th July. For San Francisco—18 cases silk goods. For La Libertad—1 case silk goods. For Punta Arenas—2 cases silk goods. For Champerico—5 cases silk goods. For Panama—10 cases silk goods. For Iquique—3 cases silk goods. For Guayaquil—5 cases silk goods. For New York—75 bales raw silk.

"MOET AND CHANDON."

The CHAMPAGNE which has taken the lead for a century.

Try their

DRY IMPERIAL

VINTAGE 1893

FINEST EXTRA QUALITY

DELICIOUS FLAVOUR

EXQUISITE BOUQUET

1 Doz. Bottles ... \$47.00

2 Doz. 4 Bottles ... 49.00

SOLE AGENTS—

H. PRICE & CO.

12, QUEEN'S ROAD.

Hongkong, 9th August, 1901. [616]

PIANO TUNING.

If you VALUE your PIANO at all, you should have it TUNED REGULARLY by

CONTRACT, and by EXPERIENCED

and TRAINED MEN ONLY, who are

employed by us.

THE ROBINSON PIANO CO., LD.

Hongkong, 16th July, 1901. [2053]

FOR SALE.

THE GERMAN STEAMER

"MUENCHEN".
4,536 Tons Gross, 2,855 Tons Net, as she now lies in the Gosport Dock at Kowloon, Hongkong, in damaged condition with all her GEAR, TACKLE, ENGINES, BOILERS, MACHINERY, and APPURTENANCES now on Board.
For Particulars and Inspecting Order, Apply to—

MELCHERS & CO., Agents.

NORDDEUTSCHER LLOYD. [1619]

Hongkong, 29th June, 1901.

DAVID CORSAIR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

CANVAS

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO., Sole Agents.

31901

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 17th May, 1895. [1271]

CARBOLINUM-AVENARIUS

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China.

LUTGENS, EINSTAMANN & CO., Hongkong, 31st August, 1897. [372]

FOR SALE.

RACING YACHT "ERICA," designed by Mr. A. DENTON. Champion boat in Season 98-99, and winner of many prizes. Price \$300 complete with sails, new last year. Can be seen on application.

SECRETARY, R.E.Y.C. R.E. Mess.

Hongkong, 9th August, 1901. [2020]

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 m.m.

With CHAMBER for 10 CARTRIDGES.

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong, 3rd October, 1900. [73]

S I E N T I N G.

SURGEON DENTIST.

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891. [332]

AMERICAN SYSTEM

OF

DENTISTRY

AT

No. 39, QUEEN'S ROAD CENTRAL.

CHADWICK KEV

(LATE OF POATE & NORRIS).

Hongkong, 15th September, 1899. [150]

A ON & CO.,

PHOTOGRAPHERS AND PORTRAIT

PAINTERS.

All kinds of Oil Paintings and Photographic Enlargements.

39A, TOP FLOOR, QUEEN'S ROAD CENTRAL.

Opposite to Chas. J. Gump & Co.

Hongkong, 20th March, 1901. [79]

NOTICE OF FIRM

NOTICE.

THE Business of Messrs. TURNER & CO. in Hongkong has been transferred to the Undersigned, who will continue to carry it on under the same Name, Style and Title of TURNER & CO.

B. CHATTERTON WILCOX.

Referring to the above, Mr. HAROLD CHATTERTON WILCOX has been admitted a PARTNER in our Firm from this date.

TURNER & CO.

Hongkong, 25th July, 1901. [1874]

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTEL, BRÜCKELMANN & CO., Agents.

TO LET.

TO LET.
Possession, August 1st.

THE GODOWN in West Point (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd. For particulars, apply to—
LAUTS, WEGENER & CO.
Hongkong, 9th July, 1901. [1790]

TO LET.

IMMEDIATE POSSESSION.
LARGE and WELL-VENTILATED ROOM with Bathroom, at No. 87, CAINE ROAD.
Apply to—
E. J. REMEDIOS,
Mercantile Bank.
Hongkong, 25th July, 1901. [1867]

TO LET.

FURNISHED for Two Months, from 15th August, No. 3, CAMERON VILLAS, For Particulars, apply to—
TURNER & CO.
Hongkong, 10th August, 1901. [2038]

TO LET.

"EASTLEY" UPPER RICHMOND ROAD, and Nos. 3, 5 and 6, RICHMOND TERRACE.
Apply to—
LAU CHU PAI,
Care of A. S. Watson & Co., Ltd.
Hongkong, 1st August, 1901. [1935]

TO LET.

HOUSE No. 3, LOWER CASTLE ROAD.
Apply to—
T. EDWARDS,
No. 23, Stanley Street.
Hongkong, 9th August, 1901. [2024]

TO LET.

"FERNSIDE," No. 37, ROBINSON ROAD.
Apply to—
S. A. RAMJAHN,
Care of Thomas's Grill Room.
Hongkong, 1st August, 1901. [1937]

TO LET.

No. 7, GRANVILLE AVENUE, KOWLOON.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.
Hongkong, 12th August, 1901. [1134]

TO LET.

No. 8A, QUEEN'S ROAD CENTRAL.
Apply to—
KWONG CHEONG WO,
No. 239, Des Vaux Road.
Hongkong, 9th July, 1901. [1733]

TO LET.

TWO EUROPEAN HOUSES, Nos. 18 and 20, LEIGHTON HILL ROAD.
Apply to—
HONGKONG & KOWLOON LAND & LOAN COMPANY, LD.
No. 8, Queen's Road West.
Hongkong, 7th August, 1901. [1898]

TO LET SHORTLY.

HOUSES now in course of erection and nearing completion in a first-class business locality, DES VEAUX ROAD CENTRAL, next to A. Tack's Furniture Store. Ground floors suitable for shops. Upper floors have plastered ceilings and walls, and are very suitable for offices.
Apply to—
J. E. LEE & CO.,
Care of WING CHEONG TAI,
240, Des Vaux Road West.
Hongkong, 7th August, 1901. [1899]

TO LET.

TWO FURNISHED ROOMS, QUEEN'S ROAD CENTRAL, No. 72.
Apply to—
APPLY ON THE PREMISES.
Hongkong, 26th July, 1901. [1897]

TO LET.

No. 12, BELILIOS TERRACE.
OFFICES and SHOPS in Beaconfield Arcade.
SMALL GODOWN in DUNDRELL STREET.
For Particulars, apply to—
TURNER & CO.
Hongkong, 26th July, 1901. [1876]

TO LET.

A HOUSE in Ripon Terrace.
BLUE BUILDINGS, No. 3, 2nd FLOOR, "THE RETREAT," Mount Kellett.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 13th July, 1901. [168]

TO LET.

No. 1, STEWART TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 17th July, 1901. [1798]

TO LET.

GODOWN No. 11, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 26th July, 1901. [1692]

BOARD AND RESIDENCE.

MRS. S. GILLANDERS
GREENWOOD,
21, CANNON ROAD.
Hongkong, 26th September, 1900. [1893]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Padder's Hill.
Hongkong, 1st January, 1892.

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen. Equal to Home Work.

BUILDERS.

KANG ON,
Contractor, 30, D'Aguilar Street. Local and Coast Port Buildings, Timber, Brick and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN.

A. CHEE & CO., Established 1859.
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories, 17a, Queen's Road Central.

JEWELLER.

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo.

PHOTOGRAPHERS.

A. FONG,
The largest and most complete Studio in Hongkong. Established 1859. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c.; Lee House Street.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, &c.; Development Works, Amateurs' Requisites.

M. MUMBYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS.

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlery, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Vaux Road.

MORE & SEIMUND,
43 and 45, Des Vaux Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' Commission ("Greyhound Brand") and Bunnell, Spence & Co.'s Commission.

TAILORS.

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road, Opposite Kuhn's Curio Store.

TOBACCONISTS.

D. S. DADY BURJOR, "LOS FILIPINOS,"
Imports of the Best Manila Cigars; 25, Pottinger Street.

WATCHMAKERS.

DROZ & CO.,
10, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

CARTRIDGES! CARTRIDGES!!

JUST LANDED A NEW STOCK of BLEY'S and KYNOD'S SPORTING CARTRIDGES and NEWCASTLE CHILLED SHOT.
20 BORE CARTRIDGES.
12 " " " " " "
10 " " " " " "
8 " " " " " "
Wm. SCHMIDT & CO.,
Gunsmiths.
Hongkong, 3rd January, 1901. [1213]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.
The above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.
Call Flag W.
J. W. KEW,
Manager,
20, Des Vaux Road.
Hongkong, 18th December, 1900. [1486]

YEE SANG & CO.,
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.
Address—Care of Messrs. Kwong Sang & Co.
No. 144, DES VEAUX ROAD. [883]

AT THE SEAT OF WAR.

BEING an Account of the Doings of the 2nd BATT. ROYAL WELSH FUSILIERS
in the
NORTH CHINA CAMPAIGN, 1900.
Reprinted from the Hongkong Daily Press.

Price—10 cents per copy cash.
Copies can be obtained at the Soldiers' Club, or of Booksellers.
Hongkong, 8th December, 1900. [3091]

[All Rights Reserved.]

FAMOUS PRE-SENT-DAY CRICKETERS.

BY
W. J. FORD.

VI.
J. R. MASON.

This fine player, the popular captain of Kent, is only just 27 years of age, having been born in March, 1874. He showed his abilities early in life, being in the Winchester eleven for four years, and being during those three years the best all-round man on the side. He was an especial thorn in the side of Eton, for though in his first year he went in last, he scored 15 runs without being put out. Illness stopped him in 1891, but in 1892 he scored 147 and 71, besides taking eight wickets, he and Leveson-Gower (H.D.G.) winning the match for their side. Next year he scored 43 and 33, and again had eight wickets, but this time Eton won, Mason getting little support; still his record for this match is pretty good, viz., a batting average of nearly 80 per innings and 16 wickets for 123 runs apiece. As a matter of fact he got 17 wickets, one in his first year, but the analysis of the match is not preserved. Neither University was lucky enough to get him, but he at once passed into the Kent XI—rumour said that he hoped to represent Middlesex, but had not the requisite qualification—and has been a bright, particular light of that county's eleven ever since, being made captain of it in 1898, when Mr. F. Marchant retired. His first big score was made in 1894, 102 against Lancashire, but it was not till '95 that he scored freely and regularly, though since then he has been steadily forging ahead with both bat and ball, till at the present time he may be said to share with Jessop, Townsend and Lockwood the honour of being the best all-round player in England, while many would restrict the honour to him and Jessop; in fact as he was Jessop's superior both in batting and bowling averages, to him perhaps the place of "absolute first" should be given. He is not a tremendous scorer of centuries, though he gets his share, but his consistency is so remarkable that there are few matches in which he does not score 60 or 70 runs. In a nice, free, powerful, and commanding style that delights everyone. Possibly it is the element of "free" that keeps his scores from being huge, but the pace at which he scores is a valuable factor in his cricket, and while free, he is by no means rash. His biggest score, up to date, is the 183 which he made for Kent v. Somerset in 1897, so that he has yet to touch the second hundred, and also to make three figures against the Players. He went with Stoddart to Australia in '97-'98, but though he got two centuries, was not particularly successful on the whole. However, he made up for this by some very useful bowling, showing a facility for getting men out on those wonderful wickets, which even the professionals did not attain. The most attractive feature of his batting is his driving, which is very clean and powerful, as might be expected from a tall, well set up man, and he can hit on, off, or straight with equal vigour. Bowling at a good pace, but with rather a laboured action, he seems to get most of his wickets in the slips, with a ball that appears to "go with his arm" a little, but he is a good stayer, keeping up his pace and pitch without apparent fatigue. It is needless to add that he is a fine fieldman wherever he stands, but his usual place, as is natural for a bowler and captain, is in the slips. It is characteristic of the man that there are no stories flying around pavilions about him. Just as his cricket is free from all that is flashy, meretricious, and specious, so is "Jack" Mason quiet, self-possessed, and almost retiring, attributes which have made him the most popular of men. As a captain his judgment is seldom at fault, while though he was one of the youngest of captains when he first undertook the post, he had his own hand from the outset, and possessed their confidence to the utmost. There is no fear of deterioration or demoralisation in the Kent side as long as the present captain is at the helm, for while his skill is admirable, his cheeriness is unsurpassable.

J. T. BROWN.

There are two J. T. Browns at present before the public, so we hasten to inform our readers that the man who is at present under the pen is J. T. Brown, of Driffield, generally known as J. T. Brown, sen., or more familiarly, as "Jack" Brown. Jack Brown is not a veteran, being only 32 years old, nor has he any special advantages of height, but, like many Yorkshiremen, what he lacks of size he atones for in brawn, for he is sturdy and well knit a fellow as you could wish to meet. He was drafted into the county eleven in 1889, at a sorry time, for at the back-end of the season the match played with Essex was to decide whether Yorkshire or its opponents was to hold the wooden spoon of cricket. Yorkshire just escaped the undesirable trophy, however, and Brown has helped the county of his birth to work itself up to the extraordinarily fine position it won for itself last year, his average in his first year (1889) being nearly 15, and in 1900 about 24. In the latter year he was by no means at his best in county cricket, as his full season's average was 34, but his score of 163 against the Gloucesters at Lord's, was one of the most brilliant achievements of the season, as it is also the highest professional score hitherto made in this particular match. To go through all Jack's great performances would take up many a sheet of paper, but his averages of 44 in 1899, 49 in 1897, and 45 in 1895 (when Yorkshire was also champion county), will give a clue to his merits. Jack has tested abundantly of the pleasure of long scoring, having topped 300 twice, while on one occasion he might have gone on as far as 400, for when he and Tunncliffe had, against Derbyshire, put up the majestic total of 554 (9 for the first wicket, he knocked down his wicket intentionally, his sacrifice being valuable to his side as his score. Next day Hayward passed this total, but where Yorkshire won their match, Surrey did not—much is appended a sufficiently obvious moral. Brown's actual biggest is 311 made v. Sussex, and his third highest 203 made v. Middlesex, for the bowling of which county he has always had an affinity. In fact in the second innings of the match alluded to he scored 81 not out, going in first on each occasion with Tunncliffe, who scored 62 and 63 not out; this second performance of the pair was the result of the most beautiful and perfect cricket. The two men, a rare contrast as to physique. Have made some wonderful starts for Yorkshire, their 378 made in 1897 being also a record, but a record that only held for about a month. One of Brown's finest feats was to score in consecutive matches in '98, 300, 150, and 100, but he is probably more proud of the 140 which allowed Stoddart's team to win the rubber match against the Australians at Melbourne in March, 1895, when he and Albert Ward (93) enabled the Englishmen to wipe off 298 runs with the loss of but four wickets. Brown's methods are quite exhilarating; he is none of your "pat and dab" batsmen, but is full of all-round strokes; perhaps his cutting is the most brilliant of his hits, but he can "pull" with the best of them, and he can drive a big hitter he can drive with plenty of power, especially on the off-side. As a fieldman he used generally to patrol the boundary, saving many foibles and making many catches, but on one occasion, having hurt his foot, he was deposited at point, and stopped so many hot eyes there that point is still his place, where, too, he has no superior. He is, absolutely fearless as well as dextrous, but one of the best catches, and the hottest, was made off a hit of F. G. J. Ford's, who, indulging in one of his terrific square drives, known to the initiated as the "slash hit," smote the ball clean, and while the spectators, who were watching to see who would be the first to break the ring was being broken, they were surprised as the batsman to see Brown throwing up the ball. It seems almost stereotyped to add that Brown is one of the most popular of men, but such is the case, as indeed it is the case with most cricketers. The game has no room for the surly and ill-conditioned. It should be added that though he is not a really great bowler his curly legbreaks have puzzled and defeated batsmen whom the regular bowlers have been unable to dispose.

W. STODDART.

Storer, the great Derbyshire cricketer, was born in January, 1868. Played originally as a wicket-keeper, he showed after several years of experience that there was a superabundance of batting as well as of "keeping" in him; in fact, in 1886, his fourth or fifth season for his county, he made 108 against Yorkshire, though Derbyshire was not at that time included among the first-class counties. In 1895, Derbyshire, now within the sacred enclosure, came out fifth on the list, Storer's cricket: having much to do with this good result, as he had an average of 28, scored one century, caught 39 men at the wicket, besides stumping four. It was the next year, however, that set seal on his greatness: playing admirably throughout the season he actually had an average of 27 for the county, making four centuries (three against Yorkshire and one and two nineties. By making 100 and 100 not out at Derby he was one of the pioneers of the double-century feat, while by making 142 not out in his next match he achieved not a little in the making of three centuries in succession. In 1895 he again had a capital season, scoring with especial freedom against the Gloucesters, and making in all three centuries and two nineties. In 1889 he made three figures but once, but that innings produced 216 runs, the Leicesters men failing to meet him even then. His county average for that year was 391. Three centuries went to him in 1890, two of them not out, and again he headed the county averages. In all he has made sixteen centuries, and has been unlucky in the way of getting out just as he was nearing that goal: the 216 mentioned before is his highest total, and the double-century just recorded undoubtedly his biggest feat. In 1896 he was selected to represent the Players against the Australians, and not only kept wicket capably, but scored 62 runs. So good was his all-round form that he was selected by Stoddart as a member of his 1897-98 team, and he opened in splendid fashion with 81, 71, and 81 in the three first matches: he could not keep up this form, however, and his only other big score during the trip was 51 in the first Melbourne Test Match. During the trip a little unpleasantness arose between Storer and one of the Australian umpires, a fact that is only recorded here because when the matter was brought before the M.C.C., Storer was fully exonerated, his captain speaking in the very harshest terms on his behalf. Storer, with G. MacGregor and Lilley, forms one of a splendid trio, men whose batting alone, or whose wicket-keeping alone, would qualify them for any county side. Hence at one time the English selectors were hard put to it to choose between the three; in the end—it was in 1896—MacGregor got the place, while in later years Lilley has been chosen, so close being the competition that Storer may be regarded as being unfortunate in being left out: it was indeed suggested that each one should have a place in one match. As a wicket-keeper Storer was no superior; he is active, vigilant, and very sure; possibly he is a better catcher than stumper, but the batsman will be wise who leaves nothing to fortune, not even his ground. Nor is it in his favour, or at least in favour of his hands, that he has to keep to occasionally erratic bowling, and often for a considerable time. As a batsman he can force the game with considerable effect, but like most men has quieted down as he has got older. His pulling powers are quite remarkable, and he probably gets the bulk of his runs by that stroke, but his driving and general hitting is really severe, and he can cut above a little. To add to his general ability, he is a very respectable bowler, sending down a slow and curly leg-break which has often done good service; in fact, were he not a wicket-keeper he would probably be a really useful slow bowler. His value to Derbyshire has naturally been beyond words.

Next Week: K. S. Ranjitsinhji and S. M. J. Woods.

JAPAN COALS

THE MITSUI BUSSAN KAISHA (OR MITSUI & CO.)

HEAD OFFICE:—43, SARAKOTO-CHO, TOKYO.
LONDON OFFICE:—34, LIME STREET, E.C.
HONGKONG OFFICE:—6, ICE HOUSE STREET.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Hankow, Chifu, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasabe, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A.I. Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armada and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Togawa and Yamano Coal Mines; and SOLE AGENTS for Fukuro, Hokoku, Ichimura, Kanada, Kishima, Mannoura, Onoura, Otsuji, Tokuyama, Tsubakura, Yoshinotani, Yoshio, Yanokibara, and other Coal Mines. [1831]

Put LOG CABIN IN YOUR PIPE & Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2653-2]

UNTOUCHED BY HAND.
MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND. [1550]

THE ONLY RELIABLE DISINFECTANTS ARE

CALVERT'S

No. 5 FLUID 15% CARBOLIC CARBOLIC. POWDER.

The STRONGEST DISINFECTANT KNOWN. A Safe, Cheap and Effective Preparation.

Awarded 100 Gold and Silver Medals and Diplomas.

F. C. CALVERT & Co., Manchester, England. [294-2]

TRY NAVY CUT ATC A GENTLEMAN'S SMOKE

Supplied in Three Grades: Mild Medium & Strong.

PACKED IN AIR-TIGHT VACUUM TINS

MANUFACTURED BY THE AMERICAN TOBACCO CO. U.S.A.



VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island, Vessels anchoring nearest Kowloon are marked A, nearest Hongkong, B, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf & Co., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to East Yard.
4. From East Yard to Naval Yard.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	COROMANDEL	Brit. str.	2 m.	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON	PELUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th inst.
BREMEN	SENIOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 2nd September.
MARSHALLS, LONDON & ANTWERP, V. STONE &c.	KORIO ALBERT	Ger. str.	2 m.	C. Polack	MELCHERS & CO.	On 21st inst.
HAYRE & HAMBURG	KAWACHI MARU	Jap. str.	2 m.	J. S. Thompson	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight.
HAYRE & HAMBURG	ALEXANDRIA	Ger. str.	2 m.	Roeders	HAMBURG-AMERIKA LINIE	On 27th inst.
HAYRE & HAMBURG	SIBIRIA	Ger. str.	2 m.	Porzelius	HAMBURG-AMERIKA LINIE	On 10th September.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 21st September.
NEW YORK VIA PORTS & SUEZ CANAL	ARABIA	Brit. str.	2 m.	Williamson	DODWELL & CO., LIMITED	On 5th October.
NEW YORK	HEATHBURN	Brit. str.	2 m.	Kendall	SHERMAN, TOMES & CO.	About 19th inst.
NEW YORK	ARARA	Amer. ship.	2 m.	Forst	CARLOWITZ & CO.	Quick despatch.
NEW YORK	L. F. CHAPMAN	Ger. str.	2 m.		ARNHOLD, KARBBERG & CO.	Quick despatch.
NEW YORK	ARAGONIA	Amer. ship.	2 m.		SHERMAN, TOMES & CO.	On or about 25th Oct.
NEW YORK	MANUEL LAGUNA	Brit. str.	2 m.	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 28th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 29th inst.
VICTORIA & VANCOUVER, VIA AMOY, &c.	TARTAR	Brit. str.	2 m.	J. Barker	DODWELL & CO., LIMITED	On 19th inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	CLAVERING	Brit. str.	2 m.	H. Peterson	NIPPON YUSEN KAISHA	On 2nd September, at 4 p.m.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KAWACHI MARU	Jap. str.	2 m.	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 24th inst., at Daylight.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KAGA MARU	Jap. str.	2 m.		PACIFIC MAIL S. S. CO.	On 15th inst., at Noon.
SAN FRANCISCO VIA NAGASAKI, &c.	NIPPON MARU	Amer. str.	2 m.		BUTTERFIELD & SWIRE	On or about 14th Sept.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	DORIC	Brit. str.	2 m.	McArthur	GIBB, LIVINGSTON & CO.	On 23rd inst., at 4 p.m.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	SEATHUR	Brit. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
AUSTRALIAN PORTS	GUTHRIE	Jap. str.	2 m.		SANDER, WIELER & CO.	On or about 23rd inst.
MANILA, SINGAPORE, COLOMBO, &c.	MELPOMENE	Aus. str.	2 m.	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 18th inst., at Daylight.
YOKOHAMA VIA SHANGHAI & KOBE	FORNOSA	Brit. str.	2 m.	A. Levy	SANDER, WIELER & CO.	To-morrow.
YOKOHAMA & KOBE	CHINA	Aus. str.	2 m.	Zedion	DODWELL & CO., LIMITED	On or about 17th inst.
YOKOHAMA & KOBE	COLONIES	Brit. str.	2 m.	F. J. Fox	P. & O. S. N. Co.	To-day.
KOBE DIRECT	PEKIN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 16th inst.
KOBE & MOJI	ICHANG	Brit. str.	2 m.	W. Townsend	NIPPON YUSEN KAISHA	On 16th inst., at Daylight.
KOBE & MOJI	KASHING	Jap. str.	2 m.	F. L. Sommer	NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	2 m.	N. Talo	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	To-day, at Noon.
NAGASAKI, KOBE & YOKOHAMA	MIKE MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 17th inst.
KOBE & YOKOHAMA	KWEIYANG	Brit. str.	2 m.	G. W. Cockburn, R.N.R.	P. & O. S. N. Co.	To-day, at 3 p.m.
YOKOHAMA	MAZAGON	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On or about 16th inst.
SHANGHAI	PARRAMATTA	Brit. str.	2 m.		DODWELL & CO., LIMITED	On or about 14th inst.
SHANGHAI	CHANGSHA	Ger. str.	2 m.		MESSAGERIES MARITIMES	To-day, at 10 A.M.
SHANGHAI	TAIFU	Brit. str.	2 m.	Negro	MIYOSHI BUSSAN KAISHA	On 21st inst.
SHANGHAI & VLADIVOSTOK	YARPA	Jap. str.	2 m.	K. Suzuki	MIYOSHI BUSSAN KAISHA	To-morrow, at Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	MAIDZU MARU	Jap. str.	2 m.	S. Asami	MIYOSHI BUSSAN KAISHA	To-morrow, at Noon.
ANPING VIA SWATOW & AMOY	ANPING MARU	Jap. str.	2 m.	K. Sobajima	JARDINE, MATHESON & CO.	On 19th inst.
POOCHOW VIA SWATOW & AMOY	DAIKI MARU	Jap. str.	2 m.	Roife	BUTTERFIELD & SWIRE	To-morrow, at Noon.
TAMISUI VIA SWATOW & AMOY	YUEWANG	Brit. str.	2 m.	Buller	JARDINE, MATHESON & CO.	To-day, at Noon.
MANILA, ILOILO & CEBU	SUNGKANG	Brit. str.	2 m.	D. Costa	CARLOWITZ & CO.	On 16th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	KUMBAR	Brit. str.	2 m.	S. Yoshizawa	NIPPON YUSEN KAISHA	
BOMBAY VIA SINGAPORE & PENANG	BORMIDA	Ital. str.	2 m.			
BOMBAY, VIA SINGAPORE & COLOMBO	YAMAGUCHI MARU	Jap. str.	2 m.			

SHIPPING.

ARRIVALS.
Aug. 12, ACILIA, German str., 3,648, W. V. Dohren, Foochow 10th Aug. General.
SHEWAN & CO.
Aug. 12, KAMAKURA MARU, Japanese str., 3,796, Hana Peterson, Shanghai 9th Aug. General.
NIPPON YUSEN KAISHA.
Aug. 12, GUTHRIE, British str., 2,500, W. G. McArthur, Japan and Kobe 6th Aug. General.
GIBB, LIVINGSTON & CO.
Aug. 12, DIAMANTE, British str., 1,254, A. Batturby, Manila 9th Aug. General.
SHEWAN, TOMES & CO.
Aug. 12, HANSA, German str., 4,755, Lovendenz, Saigon 6th Aug. General.
SANDER, WIELER & CO.
Aug. 12, YARPA, French str., 2,757, Negro, Marseilles and Saigon 9th Aug. Mails and General.
MESSAGERIES MARITIMES.
Aug. 12, TOLA, British trspl., 3,396, J. W. Livingstone, Taku 6th Aug.
Aug. 12, HOMIAO, French str., 704, Morless, Pakhoi and Hoihow 11th Aug. General.
A. R. MARY.
Aug. 12, CHINGTU, British transport, 1,459, Williams, Taku 6th Aug.

CLEARANCES.

At the Harbour Master's Office.
12th August.
Malacca, British str., for Singapore.
Patrios, British str., for Singapore.
Acilia, German str., for Singapore.
Victoria, Swedish str., for Batavia.

DEPARTURES.

11th August.
Trym, Norwegian str., for Hoihow.
12th August.
Pisny, British guano, for Canton.
MIRANI, British transport, for Taku.
INDOMENUS, British str., for Shanghai.
AMARA, British str., for Canton.
MALACCA, British str., for London.
EMERALDA, British str., for Saigon.
HONGKONG, French str., for Hoihow.
LYEEMOON, German str., for Canton.
APENRANK, German str., for Haiphong.
ARISTEA, Austrian str., for Moji.

VESSELS IN DOCK.

12th August.
ABERDEEN DOCKS—
KOWLOON DOCKS—Y. Soutan, Canton River, Victoria, Chantai.
COSMOPOLITAN DOCK—Colonies, Taisan, D. J. de Austria.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.
Greenland, British str., W. G. McArthur.
Greenside, British str., C. S. Kendall.
L. Schepf, American ship, C. S. Kendall.
SEA WITCH, American ship, Howes.—Master.

VESSELS ON THE BERTH.

NAVIGAZIONE GENERALE ITALIANA (FLORENCE AND RIVIERA UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
Taking Cargo at through rates to PERZIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship.

"BORMIDA"
Captain D. C. will be despatched as above TO-DAY, the 13th August, at Noon.
At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.

Hongkong, 7th August, 1901.

VESSELS ON THE BERTH.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship.

"ANPING MARU"
Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 14th August, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 31st July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship.

"DAIKI MARU"
Captain K. Sobajima, will be despatched for the above ports TO-MORROW, the 14th inst., at Noon.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th August, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship.

"KUMSANG"
Captain Buller, will be despatched as above TO-MORROW, the 14th inst., at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.

Hongkong, 8th August, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship.

"ARARA"
Captain Williamson, will be despatched for the above port TO-MORROW, the 14th inst., at Noon, and will be followed by the Steamship "ATAKA"

on or about 15th September.

For Freight, apply to
SHEWAN TOMES & CO., Agents.

Hongkong, 10th August, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"YUENSANG"
Captain Rolfe, will be despatched as above TO-MORROW, the 14th inst., at 4 p.m.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.

Hongkong, 10th August, 1901.

FOR SHANGHAI AND VLADIVOSTOK.

THE Steamship.

"TAIFU"
now in Port, will be despatched as above on or about WEDNESDAY, the 14th inst., at Noon.

For Freight or Passage and other information, apply to
DODWELL & CO., LD., Agents.

Hongkong, 12th August, 1901.

FOR NEW-YORK.

THE S.S. ALL American ship.

"I. F. CHAPMAN"
having arrived, is now ready to load for the above port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBBERG & CO., Agents.

Hongkong, 12th August, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS.	SAILING DATES.
ALEXANDRIA	HAYRE & HAMBURG
SIBERIA	HAYRE & HAMBURG
SIBERIA	HAYRE & HAMBURG
ANDALUSIA	HAYRE & HAMBURG
ARABIA	HAYRE & HAMBURG
ARAGONIA	NEW YORK VIA SUEZ CANAL

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 27th July, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

* "TARTAR," 4,425 Tons, Comdr. E. Bestham, R.N.R. WEDNESDAY, 14th Aug. 1901.

* "EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Aug. 1901.

* "ATHENIAN," 3,882 Tons Comdr. H. Movatt, R.N.R. WEDNESDAY, 4th Sept. 1901.

* "EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept. 1901.

* "EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd Oct. 1901.

+ Will also call at Amoy and Shanghai.

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAIN, and the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

* SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all ports in CANADA and the UNITED STATES.

In addition to the excellent First-Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Redder's Street.

Hongkong, 8th August, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
CLAVERING	3,329	J. Barker	August 19th
DESMAR	3,601	W. Wall	August 27th
DUKE OF FIFE	3,321	J. S. Cox	September 10th
OLYMPIA	2,537	J. Trubridge	October 1st

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252.

Excellent accommodation. First-class Table. Doctor and Stewards on board.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK.

HONGKONG TO VICTORIA AND TACOMA, 236.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Ports on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 17th July, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LASE PASSENGERS AND CARGO.

N.D.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATE.
KONIG ALBERT	WEDNESDAY 21st August
PRINZESS IRENE	THURSDAY 5th September
PRINZ HEINRICH	THURSDAY 10th September
PREUSSEN	WEDNESDAY 2nd October
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 16th October
SACHSEN	WEDNESDAY 30th October
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 13th November
BAYERN	WEDNESDAY 27th November
STUTTGART	WEDNESDAY 11

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"ORESTES"	On 15th August.
GLASGOW and LIVERPOOL.	"AJAX"	On 20th August.
GLASGOW and LIVERPOOL.	"TYDEUS"	On 25th August.
GLASGOW and LIVERPOOL.	"PYRREUS"	On 30th August.

FOR LONDON
The S.S. "ORESTES" left Singapore on the 10th instant, a.m., and is due here on the 15th inst. a.m.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 17th July, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
Kobe & Moji	"ICHANG"	On 13th August.
Kobe & Moji	"KASHING"	On 16th August.
Tientsin	"KWEIYANG"	On 17th August.
Manila, Iloilo & Cebu	"SUNGKIANG"	On 18th August.
Shanghai	"CHANGSHA"	On 24th August.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th July, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"GUTHRIE"

Captain McArthur, will be despatched for the above ports on THURSDAY, the 15th August, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.

A Stevedore and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 29th July, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH, LONDON, D. LONDON.
Through Bills of Lading issued for BATAVIA, COLOMBIA, and AMERICAN Ports.

THE Steamship
"COROMANDEL"

Captain F. W. Yip, R.N., carrying His Majesty's Mails, will be despatched for the above ports on SATURDAY, the 17th August, at Noon, taking passengers and cargo for the above ports.
Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are kindly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 5th August, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship
"CHINA"

Captain A. Levy, will leave for the above places on SUNDAY, the 19th instant, at DAYLIGHT.

For Freight or Passage, apply to
SANDER & WILDER & CO.,
Agents.

Hongkong, 12th August, 1901.

THE OSAKA SHOKEN KAISHA, LIMITED.

FOR ANKING (via SWATOW AND AMOY).

THE Company's Steamship
"MAIDZUBU MARU"

Captain K. Suda, will be despatched for the above ports on WEDNESDAY, the 21st instant.

For Freight or Passage, apply to
THE MITSUI BUREAU KAISHA,
Agents.

Hongkong, 8th August, 1901.

NATAT LINE OF STEAMERS.

THE Unadorned GENERAL AGENTS in China, Japan, and Korea, for the Line of Steamers, will be despatched for the above ports on WEDNESDAY, the 21st instant.

For Freight or Passage, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1901.

VESSELS ON THE BERTH.

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct., at Noon.
"CHINA"	SATURDAY, 19th Oct., at Noon.

THE O. & O. S.S. Co.'s Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 15th August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 44 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special Rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare; San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked, to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 7th August, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN, AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 16th July, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply to
THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York; To the Agents of the Company at Japan, China, Philippines and Straits; FRANK WATERHOUSE & CO., General Agents, SHANGHAI; or to
GEO. SUTHERLAND, General Agent for the East, HONGKONG.

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 26th July, 1901.

[1634]

NOTICE TO CONSIGNEES.

STEAMSHIP "TAIFU,"
FROM CHEFOO.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 10th August, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"KUMSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 10th instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 8th August, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"IDOMENEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 24th instant.

No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th August, 1901.

HONGKONG STEAMERS.

Acilia, German steamer, 3,500 tons, Aug. 12.
Hamburg-America Linie
Anping Maru, Jap. str., 1,650 tons, Aug. 11.
Mitsui Bussan Kaisha
Bormida, Italian str., 1,499 tons, Aug. 5.
Carlowitz & Co.

Chowai, German str., 1,115 tons, Aug. 7.
Butterfield & Swire
Choyang, British str., 1,194 tons, Aug. 10.
Jardine, Matheson & Co.
City of Calcutta, British str., 2,800 tons, Dawson, Aug. 10, Chinese.

Daigi Maru, Jap. str., 340 tons, Aug. 10.
Mitsui Bussan Kaisha
Diamond, British str., 1,225 tons, Rattenbury, Aug. 12.
Shevan, Tames & Co.

Doric, British steamer, 4,575 tons, Aug. 9.
O. & O. S. S. Co.
Flandria, German str., 1,287 tons, Aug. 8.
Simsen & Co.

Guthrie, British str., 2,500 tons, McArthur, Aug. 12.
Gibb, Livingston & Co.
Hanoi, French steamer, 788 tons, Aug. 11.
A. R. Marty

Hansa, German str., 1,200 tons, Lorenzen, Aug. 12.
Sander, Wieler & Co.
Hinsung, British steamer, 1,536 tons, Aug. 9.
Jardine, Matheson & Co.

Hothia, French str., 509 tons, Marles, Aug. 12.
A. R. Marty
Kamakura, Jap. str., 3,076 tons, Petersen, Aug. 12.
Nippon Yusen Kaisha

Kongwai, German str., 1,115 tons, Aug. 9.
Melchers & Co.
Kobuchang, German str., 1,201 tons, Aug. 11.
Butterfield & Swire

Kunming, British str., 2,076 tons, Aug. 8.
Jardine, Matheson & Co.
Kweiyang, British str., 1,062 tons, Outerbridge, Aug. 11.
Butterfield & Swire

Mario Jensen, Ger. str., 1,000 tons, Hemmet, Aug. 10.
Jensen, British str., 1,648 tons, Aug. 8.
Jardine, Matheson & Co.

Mazong, British str., 3,278 tons, Cockman, Aug. 9.
P. & O. S. N. Co.
Melpomene, Aust. str., 1,700 tons, Matcovich, Aug. 7.
Sander, Wieler & Co.

Milko Maru, Jap. str., 2,080 tons, Yagi, Aug. 4.
Nippon Yusen Kaisha
Munchen, German str., 1,401 tons, Krebs, May 28.
Melchers & Co.

Mura, British str., 2,329 tons, Halliday, Aug. 7.
Arnhold, Karberg & Co.
Patrolia, British str., 3,547 tons, Dickens, Aug. 11.
Butterfield & Swire

Patrolia, Dutch str., 1,235 tons, Harst, July 29.
Meyer & Co.
Shirley, British str., 1,500 tons, Satchell, Aug. 11.
M. B. Kaisha

Taifu, German str., 1,065 tons, Martens, Aug. 10.
Dodwell & Co., Limited
Taishan, British str., 1,122 tons, Stovel, July 21.
Bradley & Co.

Tartar, British str., 2,753 tons, Bootham, Aug. 3.
C. P. R. Co.
Victoria, American str., 2,112 tons, Pantou, Aug. 1.
Dodwell & Co., Limited

Victoria, Swedish str., 1,680 tons, Hallberg, July 31.
Chinese
Yarra, French steamer, 2,575 tons, Negre, Aug. 12.
Messageries Maritimes

Y. Sontau, Amr. str., 355 tons, Gortirolo, July 13.
Order
Yuenang, British str., 1,128 tons, Rolfe, Aug. 10.
Jardine, Matheson & Co.

SAILING VESSELS.
Brixau, French ship, 1,400 tons, Gonzo, Aug. 7.
Order
Celest Burill, British ship, 1,764 tons, Jeffry, May 29, Order
Francis Coppel, French barque, 1,726 tons, Donet, July 23, E. A. Trading Co., Limited
Hollowood, Amr. bark, 1,084 tons, Knight, June 14, Order
L. F. Chapman, Amr. ship, 2,013 tons, Chapman, Aug. 10, Arnhold, Karberg & Co.
L. Schepp, Amr. ship, 1,673 tons, Kendall, July 5, Carlowitz & Co.
Manuel Ligano, Amr. ship, 1,650 tons, Nichols, June 20, Standard Oil Co.
M. de Villars, French bark, 1,171 tons, Rional, May 31, E. A. Trading Co., Limited
Sea Witch, Amr. ship, 1,172 tons, Howes, Feb. 21, Master
Sugbohana, Amr. ship, 2,530 tons, Bailey, July 25, Order

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Craddock, at Taku

Algerine, sloop, 1,850 tons, 6 guns, 1,100 h.p., Comdr. E. D. Harcourt, at Shanghai

Archon, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Starin, Wooming

Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Chinkiang

Astraea, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Shanghai

Aurora, cruiser, 5,600 tons, 12 guns, 5,500 h.p., Capt. E. H. Bayly, C.B., at Wooming

Barfleur, battleship, 10,500 tons, 14 guns, 18,000 h.p., Capt. G. J. S. Warrender, at Weihaiwei

Blenheim, 1st class cruiser, 1,000 tons, 15 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Wooming

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. M. Isaak, at Wuhu

Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. E. S. Wrey, Bart., at Harkow

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. E. A. Baird, at Weihaiwei

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. W. C. Kenehan, at Amoy

Diadem, cruiser, 2nd class, 5,600 tons, 11 guns, 9,600 h.p., Capt. P. F. Tildard, at Hongkong

Edith, cruiser, 5,600 tons, Captain Stokes, at Amoy

Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Weihaiwei

Eek, gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. W. E. Blunt, at Shanghai

Fame, torpedo-boat destroyer, 380 tons, 6 guns, 3,700 h.p., in reserve, at Hongkong

Firebrand, gunboat, 455 tons, 4 guns, 960 h.p., Lieut. Comdr. C. P. Beatty Pownall, at Canton

Glory, battleship, 12,550 tons, Captain W. A. Carter, at Hongkong

Goliath, battleship, 12,550 tons, 16 guns, 13,500 h.p., Capt. Louis E. Wintz, at Nanking

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Hardy, at Shanghai

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong

Hammer, storeship, 1,640 tons, Comdr. H. J. Davison, at Shanghai

Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600 h.p., Capt. Chas. Windham, at Hongkong

Janus, torpedo-boat destroyer, in reserve, at Hongkong

Kinsla, river gunboat, Lieut. Comdr. G. B. Powell, on Yangtze

Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John G. Watson, at Hongkong

Ocean, battleship, Hon. A. G. Curzon Howe, at Weihaiwei

Orlando, cruiser, 5,600 tons, 12 guns, 9,500 h.p., Capt. J. H. T. Burke, C.B., at Wooming

Otter, torpedo-boat destroyer, Lieut. Comdr. C. P. Mansel, at Weihaiwei

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Hongkong

Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Com. A. H. Oldham, at Hongkong

Pique, cruiser, 3,400 tons, 3 guns, 7,000 h.p., Capt. H. G. Reynolds, at Weihaiwei

Plover, gunboat, 433 tons, 6 guns, 1,200 h.p., Lieut. Comdr. Cowper, at Kiangkiang

Redpole, gunboat, 855 tons, 6 guns, 720 h.p., Lieut. Comdr. Chas. F. Corbett, Kiangkiang

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Geoffrey G. Webster, West River

Rosario, sloop, 930 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Singapore

